

Draft New Official Plan: Public Feedback and Response Table

CHAPTER ONE- INTRODUCTION					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 1. 1	12-Apr-17	Jim Barnett	General	Growth through intensification sounds good but concerned that since services like water and wastewater were designed on density anticipations that look nothing like intensification today. Does the increasing number of sanitary and storm sewer backups relate to increasing the density beyond the population that was anticipated? Will more infilling make it worse?	Comment noted. Growth through intensification may require investment and the renewal of existing infrastructure. The City and Region will continue to work together to assess and plan future growth and infrastructure requirements. Also, matters such water and wastewater are being assessed through the City's Area Specific Plan process, currently underway for the four Mobility Hub areas.
P. 1. 2	21-Apr-17	Jeremy Skinner	1.3 a)	Need to add a reference to this policy to an Appendix which lists the known Provincial Policy Statements that the Official Plan complies with.	Comment noted. The references are intended to be broad and interpreted as the document referenced, as amended.
P. 1. 3	21-Apr-17	Jeremy Skinner	1.3 b)	Create an unordered list of Provincial Land Use and Transportation Plans and specify the version of each cited document.	Comment noted. Refer to response number P.1.2
P. 1. 4	21-Apr-17	Jeremy Skinner	1.3 c)	Specify version of Region of Halton Official Plan document and add a reference in this policy to an Appendix which lists the known applicable amendments that the Official Plan complies with.	Comment noted. Refer to response number P.1.2
P. 1. 5	21-Apr-17	Jeremy Skinner	1.3 d)	Add a reference in this policy to an Appendix which lists the known applicable amendments that the Official Plan complies with.	Comment noted. Refer to response number P.1.2
P. 1. 6	21-Apr-17	Jeremy Skinner	1.7	Suggest deleting "also includes tables outlining" from reference to Transportation Tables.	Policy modified.
P. 1. 7	21-Apr-17	Jeremy Skinner	1.7	Bold Text Change to last to items of section.	Policy modified.

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CHAPTER TWO - SUSTAINABLE GROWTH					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 2. 1	12-May-17	Margaret Small	General	Further definition of "established neighbourhoods" and "character of neighbourhoods" would ease conflict in the future as proposals to change and develop certain areas come forward. 1. Clearer definitions of above terms.	Policy maintained. Established Neighbourhood Area is described in policy and depicted in schedules. The Neighbourhood Character Areas are described in policy and defined in Chapter 13.
P. 2. 2	12-Apr-17	Jim Barnett	2.3.1 g)	Agree with Mobility Hubs vision. The concern is that these areas will really only be attractive to people in their 20s-30s and people over 75. The vast majority of people do not want to live in Mobility Hubs. They want streets, playgrounds and backyards with swimming pools.	Comment noted. The Area-Specific Planning process for Mobility Hubs is examining opportunities to provide a range of housing options within the Mobility Hub areas. Diversifying the housing mix both across the City and within new neighbourhoods is important.
P. 2. 3	12-Apr-17	Jim Barnett	2.3.1 g)	How many people over 65 will be in the biking cohort.	Comment noted.

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CHAPTER THREE - COMPLETE COMMUNITIES					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 3. 1	15-Apr-17	Jim Barnett	3.1	How will you accomplish this policy objective? Prices are escalating much faster than incomes. So what is the plan?	Comment noted. Housing affordability is a major challenge highlighted in the Strategic Plan. The Official Plan establishes housing policies, land use designations and approaches to considering Official Plan Amendments with a special focus on supporting the development of affordable housing opportunities. Adding to the housing supply through a mix of unit types is part of the strategy to address affordability.
P. 3. 2	15-Apr-17	Jim Barnett	3.1.1.2.i)	Does this mean that we do not need to build any more low density residential housing?	Policy maintained. The policy suggests that the majority of existing housing units within the City are low density and they represents a good supply of low density residential to assist in contributing to the overall mix of housing forms in the City.
P. 3. 3	21-Apr-17	Jeremy Skinner	3.1.2	Should the City differentiate those seeking affordable residence by the composition of any co-occupiers including partners and/or family members, their likelihood to relocate in the near term, and their ability or lack thereof to pay? See table attached which attempts to illustrate what this resident differentiation might look like.	Policy maintained. The Region of Halton coordinates and delivers housing programs.
P. 3. 4	21-Apr-17	Jeremy Skinner	3.1.2	Should the City validate that the general state of housing repair housing tends to be better by residence owners than by renters?	Comment can not be addressed by the Official Plan.
P. 3. 5	21-Apr-17	Jeremy Skinner	3.1.2	Should the City be a mortgage co-owner of open market residences for those who require mortgage assistance and are unlikely to relocate in the short term?	Policy maintained. The Region of Halton coordinates and delivers housing programs.
P. 3. 6	21-Apr-17	Jeremy Skinner	3.1.2	Should the City undertake to understand the risk/reward metrics associated with multi-family dwelling development and that it is a cash intensive business? As such multi-family dwelling developers are dependent upon securing as much pre-construction purchase financing as possible. The buyer of pre-construction purchase of a residence will not necessarily be the eventual residence owner occupier.	This is beyond the scope of analysis within the new Official Plan project.

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Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 3. 7	21-Apr-17	Jeremy Skinner	3.1.2	Should the City partner with the developer in order to influence the design of City desired residential properties which may not necessarily be favoured by those who normally participate in the pre-construction sales market?	This city is establishing an urban design panel which will assist in achieving design excellence.
P. 3. 8	21-Apr-17	Jeremy Skinner	3.1.2	Should the City validate what are the typical profit margins that multi-family dwelling developers and/or property managers need to achieve to maintain a viable business?	This is beyond the scope of analysis within the new Official Plan project.
P. 3. 9	21-Apr-17	Jeremy Skinner	3.1.2	Should the City or a REIT assume rental property management of residences hosting City fully and/or partially funded renters?	Policy maintained. The Region of Halton coordinates and delivers housing programs.
P. 3. 10	21-Apr-17	Jeremy Skinner	3.1.2	Should the City of Burlington seek to exempt itself from Provincial Rent Controls so as to permit property developers and property managers to respond to City of Burlington specific market forces? Provincial Rent Controls typically depress profits that property developers and rental property managers are dependent upon and thus tend to depress the quality of rental supply over time. However, Rent Controls have been proven effective in providing long term renters with predictable year over year rental rates.	This is beyond the scope of analysis within the new Official Plan project.
P. 3. 11	12-May-17	Margaret Small	General	Emphasis on affordable housing and awareness of people with special needs is good. These points are an important part of building human community and demonstrate a value system that makes us all more humane. Keep the above values in the Official Plan.	Comment noted.

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CHAPTER FOUR - ENVIRONMENT & SUSTAINABILITY					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 4. 1	12-Apr-17	Jim Barnett	General	The environment and sustainability section is well done.	Comment noted. Thank you.
P. 4. 2	22-Jun-17	Beth McNally	4.2.1 d)	Should provide a buffer to the entire Niagara Escarpment, not just prominent features. Change the buffer to the entire Niagara Escarpment.	Policy modified by adding to the objective the protection of ecologically sensitive areas of the Escarpment. The Natural Heritage System identified in the City's OP provides a buffer for the Escarpment Natural Area designated in the Niagara Escarpment Natural Area and for other significant natural features and ecological functions within the area covered by the Niagara Escarpment Plan Area.
P. 4. 3	22-Jun-17	Beth McNally	4.2.5 b)	Not just public authorities. This should include trusts or charities like the Bruce Trail.	Comment noted. The policy provides for the dedication of lands to a private conservation organization, which includes land trusts such as the Escarpment Biosphere Conservancy.
P. 4. 4	12-May-17	Margaret Small	4.5	With lake water levels rising, perhaps the Beachway residents should be compensated and moved. High River's mayor made such a decision and hasn't allowed re-building on flood plains. Montreal is beginning to ask similar questions. This long-term thinking would be wise. In consultation with the residents, develop the Beachway as parkland rather than a residential area.	Policy maintained. In 2013 Burlington City Council provided direction on the Beachway Park Master Plan and confirmed the City will explore purchasing properties of interest on the Beachway in consultation with the property owners on a willing-buyer, willing-seller basis.
P. 4. 5	22-Jun-17	Beth McNally	4.5	LaSalle Park also has water access.	Policy modified.

CHAPTER FIVE - ECONOMIC ACTIVITY					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 5. 1	22-Jun-17	Beth McNally	5.4.2	Bronte Creek Meadows. This isn't close to any of the transit hubs. Put in good transit and alternative transport links NOW before the area is built up and have it built for transit and walking/biking not cars and trucks.	Comment noted. Chapter 5 identifies Bronte Creek Meadows as an area prioritized for future Area-Specific Planning. Such a plan would comprehensively consider land use, transportation/transit and infrastructure among a wide range of issues.
P. 5. 2	27-Jun-17	Tom Eichenbaum /HATCH	5.4.3	A portion of the 403 West Corridor should be identified as the location for the future South Service Road and the location of more employment designations for four reasons. 1. Provide employment near Aldershot Mobility Hub; 2. Ideal location for employment to exploit Rail and Highway connections; 3. Complement the residential and commercial intensification directed to Plains Road; 4. reduce pressure in other more urban/rural fringe areas.	Comment noted. The future South Service Road was included on all appropriate schedules. The comment will inform the Aldershot Mobility Hub Area Specific Plan that is underway.

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CHAPTER SIX - INFRASTRUCTURE, TRANSPORTATION & UTILITIES					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 6. 1	12-Apr-17	Jim Barnett	6.2	6.2.4.2 b) An OPA should be required to modify the Cycling Schedule.	Policy modified. Now indicates that an OPA is not required provided the modifications to the schedule are in keeping with a Council-approved Cycling Master Plan to ensure that a public process has been held.
P. 6. 2	12-Apr-17	Jim Barnett	6.2	The policies seem to not acknowledge that the City is subject to more than one season. What about winter conditions?	Policy maintained. The plan aims to create choice for residents. Walking and cycling remain choices in the winter. Services such as snow clearing will continue to be important services.
P. 6. 3	12-Apr-17	Jim Barnett	6.2	If self driving scenarios are true for cars, buses or trucks in the relatively near future, almost all of the transportation policies are obsolete, with the exception for the need for GO growth.	Policy modified. Policies have been added to speak to emerging technologies such as self driving cars. The Official Plan is reviewed at regular intervals to address new trends and technologies.
P. 6. 4	12-Apr-17	Jim Barnett	6.2	Mobility Hubs being built for walking and bicycling makes sense. For the rest of the City it does not make sense and is annoying.	Comment noted.
P. 6. 5	15-Apr-17	Jim Barnett	6.2.1.2 k)	Parking seems under quantified throughout the plan. Maybe it should have its own section. This policy specifically states that the city shall undertake a Transportation Plan and a City wide parking study. I think this should be done first before a lot of other plans are made.	Comment noted. The Transportation Plan and Parking Study are underway. Updates to the Official Plan, the Zoning By-law and other related plans may be made based on the results of these studies.

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Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 6. 6	22-Jun-17	Beth McNally	6.2.2.1	In Aldershot, Plains Road is a road with a split personality. We want it to be a place we can walk and go to businesses, but it is also acting as a thoroughfare connecting Hamilton and Burlington. Once I am in my car, it's not that much harder to go further afield to get what I need. I love that I can walk to a butcher from my house, but I'd like to be able to get fruits and veg, and a coffee shop and new restaurants etc. Those places need some parking, but also a comfortable experience to walk to, which isn't currently provided by the 5 lane wide road, narrow uneven sidewalks etc. It just isn't nice walking or biking on there with cars whipping by. We should bite the bullet and put street parking on the roads and add a better cycling lane to make it more of village feel and to promote people walking or cycling to run errands.	Comment noted. Street standards for Plains Road will be addressed through other plans and studies such as the Transportation Plan, Complete Streets Strategy, Cycling Master Plan, etc.
P. 6. 7	12-Apr-17	Jim Barnett	6.2.2.2 d)	What are daylight triangles?	Policy modified. Now refers to a definition of daylight triangles.

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Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 6. 8	22-Jun-17	Beth McNally	6.2.3.1	Most of this connection is east west, and focused on getting people to and from downtown Toronto. That's great for white collar workers, but blue collar, manufacturing jobs aren't located in downtown Toronto. The whole mobility hub concept is missing people who work near Pearson Airport, in Mississauga, Brampton, Brantford, etc. The non-Bay street people need affordable housing and want to use transit, if only because it will save money, but they can't get to their jobs from Burlington. Going in to Union Station and then back out again to another part of the GTA isn't feasible. The 407 express GO bus is a start to feeding those jobs, but it doesn't meet up with the mobility hubs at all. We need all types of people in Burlington, not just white collar Bay street types. Make transit links to other parts of the GTA and GTHA (heck, even Guelph and Kitchener-Waterloo, Brantford, St. Catharines etc.) easier. Stop focusing on the train as the be all and end all for transit. The GO train serves only a very small percentage of the types of jobs out there.	Comment noted. Broader regional transportation is outside of the scope of the city's planning work and is provided by the Provincial Government/Metrolinx. The city's Integrated Transit Mobility Plan is underway to improve transit services within the City of Burlington.
P. 6. 9	22-Jun-17	Beth McNally	6.2.3.1 d)	Not just East-West transit links. Try North, North West (Guelph, KW), North East - Milton, Malton, Brampton).	Comment noted. Policy references other neighbouring service providers, in addition to the adjacent East/West municipalities.

CHAPTER SIX - INFRASTRUCTURE, TRANSPORTATION & UTILITIES					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 6. 10	22-Jun-17	Beth McNally	General	The City doesn't have enough north-south roads across the QEW/403. Funneling everything onto the big roads makes travelling across the major highways by any other means than car very difficult – the hills and exposure on the bridges make walking and cycling difficult in cold/raw/snowy weather and vehicle traffic speeds up in these areas as they are so straight and flat, especially with the train bridges nearby. 2KM between places to pass over the east west road in a north-south direction is a major detour when walking or cycling. Same for passing over the train tracks on the south of the QEW. People cross the tracks illegally at Cumberland so they don't have to go to Guelph or Walkers to get from the residential area to the south into the employment area on Harvester. Find a way for pedestrians and cyclists to get over or under the 403/QEW and train tracks between the major North/South roads.	Comment noted. An update to the Cycling Master Plan is underway and will assess QEW and rail crossings.

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CHAPTER SEVEN - DESIGN EXCELLENCE					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 7. 1	22-Jun-17	Beth McNally	7.1	Please ban stucco. It looks good when it first goes up but within 5 years it looks grubby and dated. Down with stuccoed buildings.	Comment noted.
P. 7. 2	12-Apr-17	Jim Barnett	7.1.5 a)	What is the explanation of this?	Compatibility is defined in Chapter 13 and is assessed through the development application process.
P. 7. 3	12-Apr-17	Jim Barnett	7.1.5 v)	"shall be required, where appropriate" Let the arguments begin.	Policy deleted. Bicycle facilities are listed as design measures under Section 7.4. Sustainable Design, and the guidelines reference the requirements of the zoning by-law.
P. 7. 4	22-Jun-17	Beth McNally	7.1.5 y)	Sky glow is a big issue, I'd like to minimize it, why are we just talking about new development here. Promote lower angle lighting in all outdoor spaces, not just new development. Promote the use and/or changeover of all outdoor lights to higher efficiency, more targeted lighting. More efficient bulbs mean less money spent on electricity and changing bulbs, so put in a few more standards/fixtures and put all of the lights closer to the ground.	The policies of the Official Plan are primarily implemented through development applications made under the Planning Act, so it is generally focused on new development. The city has guidelines for outdoor lighting to address sky glow. Burlington Hydro has programs to promote and incent efficient lighting.

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CHAPTER EIGHT - LAND USE POLICIES URBAN AREA					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 8. 1	25-Apr-17	Jeremy Skinner	8.1 general	Suggests developing a common definition for Mixed Use Urban Centres and Mixed Use and then refer to the variations in an appendix as site specific policies.	The OP establishes city-wide land use designations describing the diversity of Mixed Use Nodes and Intensification Corridors, all responding to distinct objectives and planned functions. See Chapter 8, Subsection 8.1.3 for description of the approach. Site-specific policies generally result from an Official Plan Amendment.
P. 8. 2	13-Jun-17	Laura Floyd	8.1 general	Concerned about transition in Aldershot along Plains Road. Request to keep the Cook to Filmandale Area as Residential Medium Density.	Policy maintained. Area is designated Urban Corridor in the new Official Plan. This area of Plains Road is in close proximity to a Mobility Hub and along a Frequent Transit Corridor, and as such has an important role in accommodating future growth. While reviewing development applications the City will assess a range of considerations including design, setbacks, parking, landscaping, lighting, etc. to integrate new development adjacent to existing residential areas.
P. 8. 3	21-Jun-17	David Lawson	8.1 general	The numerous objectives within the Plan to create such a functional streetscape for Plains Rd (Aldershot) are highly inconsistent with the designation of a primary transportation thoroughfare. Take the example of Bayview Ave through Leaside, Toronto as an example to strive for. Allowing street parking on Plains Rd through Aldershot will transform activity on the street similar to what was achieved on Bayview Ave. Plains Rd is currently dysfunctional with respect to the interests of the Aldershot community except for one fact which is driving quickly and relatively uninterrupted to the area at the far east border of Aldershot around the Plains/QEW intersection. Street parking on Plains Rd is the only realistic way to revive community and consumer activity to this critical route through the Aldershot community. A service road north of Plains Road and South of the 403 is likely a critical part of the suggested change.	Table 1 has been modified to better reflect a more balanced consideration of pedestrians, cyclists and transit on multi-purpose arterials. More detailed work will be completed through the Transportation Plan and Complete Streets Strategy to build upon these issues.

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CHAPTER EIGHT - LAND USE POLICIES URBAN AREA					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 8. 4	21-Jun-17	David Lawson	8.1.1.2	The new tall condo building on the waterfront between Elizabeth and Pearl was an very poor decision which forever curtails the opportunity to achieve waterfront vibrancy potential. The locations of this condo and arts center should have been swapped. The new arts center on the waterfront would be expanded to include other public and retail activities. This should have been obvious in our opinion.	Comment noted.
P. 8. 5	23-Jun-17	Beth McNally	8.1.1.3	Make this area (Uptown) a transit hub. If people are trying to get to and from this area, make it the hub of a wheel. If this is to be a major hub for residential, commercial, and employment, why isn't it a transit hub? I think of Square One in Mississauga as a good example.	Uptown has been identified Appleby Line as a Frequent Transit Corridor to improve transit connectivity in the area.
P. 8. 6	30-Jun-17	Julie Van Tol	8.1.3	Urban Corridor - Cooke to Filmandale: Concern about protecting the character, history and qualities of the Plains Road Corridor.	See response P.8.2
P. 8. 7	30-Jun-17	Julie Van Tol	8.1.3	Concern about outcomes of allowing all development up to 6 stories without knowing the clear benefits.	See response P.8.2
P. 8. 8	6-Jul-17	Diane Solenka	8.1.3.6	Clarify whether or not the draft new OP would allow for townhouses in these lands currently designated residential medium density in the south side of Plains Rd. E.	Policies would allow for up to six storeys. Townhouses may be permitted subject to criteria.
P. 8. 9	27-Jun-17	Tom Eichenbaum	8.2 general	Schedules and Policies should be modified - 403 West Corridor should be identified as the location for the future South Service Road and the location of more employment designations for four reasons. 1. Provide employment near Aldershot Mobility Hub; 2. Ideal location for employment to exploit Rail and Highway connections; 3. Complement the residential and commercial intensification directed to Plains Road; 4. reduce pressure in other more urban/rural fringe areas.	Comment noted. The future South Service Road was included on all appropriate schedules. The comment will inform the Aldershot Mobility Hub Area Specific Plan that is underway.

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CHAPTER EIGHT - LAND USE POLICIES URBAN AREA					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 8. 10	25-Apr-17	Jeremy Skinner	8.3 general	Concerned that transitions between different land use areas are appropriately defined so that residents associated with stable residential neighbourhoods do not find themselves suddenly confronted by a curtain of tall towers without suitable set-backs, step backs (sun/shadow angular plains) and transportation issues appropriately managed.	Comment noted. Compatibility, design and transition are all key concepts in the Development Criteria (against which all development will be assessed), the Design Chapter, and the Land Use Designations.
P. 8. 11	30-Jun-17	James Schofield	8.3 general	Allow greater density in some areas earmarked for low density residential, such as townhouses and 2-3 storey walk-ups, especially along arterial roads.	Policy maintained. The Residential - Low Density designation permits development to a maximum of 25 units per net ha. The policies provide for flexibility of form where the development fits within the maximum density established in the policy. An Official Plan Amendment would be required to redesignate any low density lands to accommodate more than 25 units per net ha. On lands designated Residential -Medium Density development is permitted with a range of density from 26 to 75 units per net ha, an increase from the existing range. There are enhanced opportunities to accommodate different building forms including stacked townhouses, among other forms.
P. 8. 12	15-Apr-17	Jim Barnett	8.3 general	There seems to be little encouragement for three bedroom units. I think this is short sighted. Many dwellings need a computer/office for modern life.	Policies modified in other sections of the Plan to highlight this consideration.
P. 8. 13	23-Jun-17	Beth McNally	8.3.6	This is good. Adding the possibility for rental units and small infills will provide more low cost housing and diversify our communities. No change I like this.	Comment noted.
P. 8. 14	23-Jun-17	Beth McNally	8.3.6.1.2 m	Why would developers do anything more than a 2 bedroom in this case? Add a percentage for 3 or more. More families will be living in these areas and they need space. 2 bedrooms isn't enough for growing kids.	Policies modified in other sections of the Plan to highlight this consideration.
P. 8. 15	6-Apr-17	Leslie Strom	General	The City should consider tiny home communities as a means of providing affordable housing options for seniors.	Comment noted.
P. 8. 16	16-Oct-17	Jim Barnett	8.1.2. Mobility Hubs	If transit is key to success of Mobility Hub plans, then transit plan must be first.	Comment has been incorporated into the record of engagement for the Mobility Hub Study and is considered as part of the area-specific plans currently underway.

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Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 8. 17	16-Oct-17	Jim Barnett	8.1.2. Mobility Hubs	Parking provisions must be provided.	See response P.8.16
P. 8. 18	16-Oct-17	Jim Barnett	8.1.2. Mobility Hubs	Cycling lanes must be designed with physical barriers.	See response P.8.16
P. 8. 19	16-Oct-17	Jim Barnett	8.1.2. Mobility Hubs	School requirements need to be integrated into the Plan.	See response P.8.16
P. 8. 20	16-Oct-17	Jim Barnett	8.1.2. Mobility Hubs	Traffic calming on arterial routes has no support and should not be part of the Plan.	See response P.8.16

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CHAPTER NINE - LAND USE POLICIES RURAL AREA					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 9. 1	12-May-17	Margaret Small	General	Food security for the region needs to be a priority as environmental and global political pressures increase. Protection of agricultural lands, incentives to produce food rather than grow trees or graze horses, development of efficient food delivery systems, and incentives for homeowners to grow food might be included in a long-term plan. Include specific incentives and policies that prioritize local food production and reduce dependence on imported food. E.g., invest in greenhouses for year-round harvests.	Comment noted. The draft OP provides a high level of protection for agricultural land and agricultural operations. The Plan enables farms to develop agriculture-related and on-farm businesses to support their farm operations. The City will collaborate with the Region in implementing Halton's Rural Agricultural Strategy and will consider other means to support local food production beyond what can be provided through the Official Plan.
P. 9. 2	25-Apr-17	Alison Griffiths	General	Rural roads: Little attention has been paid to liveability on rural roads over the decades. It is gratifying to see more concern about speed. Still, with extensive urban growth, volume on rural roads has increased exponentially over the past decade but liveability issues have not changed. In the absence of sidewalks, we need wider shoulders and better maintenance in order to allow our families to walk, ride and bicycle safely on our roads.	This issue is addressed by City and Regional Transportation Plans and Cycling/Active Transportation Plans.
P. 9. 3	2-May-17	Vanessa Warren	General	Request that the planning department comes up with a summary of changes for the Agricultural Committee meeting to review in advance of its June meeting.	Comment noted. A written summary of changes was provided to the Committee on June 20, 2017.

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CHAPTER NINE - LAND USE POLICIES RURAL AREA					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 9. 4	1-Jun-17	Dan Platt	9.2	<p>Land adjacent to the settlement area on McNiven Road redesignated from mineral extraction to agricultural. After the land designation was approved, the farm activity changed from sheep pasturing to a large scale tractor / trailer hay transport and storage operation. Please note: No crops or hay are grown on this property. The result is disproportionately oversized tractors, trailers, equipment and farm chemical trailers operating up and down our once quiet, safe residential street within the Kilbride settlement area. When there is such a great deviation from the original farming activity, which now greatly impacts our day to day lives and poses genuine safety concerns, we feel we should have been informed. Farmers and their farm operations should not be protected on lands that have been legitimately zoned for residential purposes. Non-farm residents should have a say with what happens on their street in a residentially zoned area and agricultural operations should not be a permitted use in a residentially zoned area.</p>	<p>Comment noted. The activities on the site are part of a larger agricultural operations. As an existing use it is permitted to continue. It is an objective of the Official Plan to support agriculture. The lands on which these activities are occurring is designated Natural Heritage System in the Region's Official Plan and the City's Official Plan. All types, sizes and intensities of agricultural operations are permitted in this designation. The concerns respecting traffic can not be resolved through the Official Plan.</p>

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CHAPTER TEN - LAND USE POLICIES NORTH ALDERSHOT					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 10.1	12-Apr-17	Jim Barnett	General	This is a difficult area of the Plan but I think some of it could be used for residential development.	Policy maintained. Limited residential is permitted in certain areas of North Aldershot. A review of the North Aldershot policies will be done through the Region's Official Plan Review, and any changes will be made at that time.
P. 10.2	30-Jun-17	Don Johnson	General	Draw your attention to a number of issues relating to the lands at 1761 Old Waterdown Road: history of planning of the area; lands designated for development, development densities, natural heritage mapping and servicing.	The North Aldershot policies and mapping will be reviewed through the Region's Official Plan Review.
P. 10.3	30-Jun-17	Christine Carter	General	Urge the City to remove the east cell of the North Aldershot Quarry from the Mineral Resource Extraction Area Map. Mineral aggregate extraction in this location is not compatible with the residential neighbourhood in Tyandaga and places the Natural Heritage System at risk.	Policy maintained. The quarry expansion lands are licenced for mineral aggregate extraction by the Ministry of Natural Resources and Forestry. The Provincial Policy Statement (PPS) requires that municipalities protect mineral aggregate operations (i.e., lands licenced by the Ministry). The Mineral Resource Extraction Area designation shown on Schedule L: Land Use - North Aldershot includes the lands in Burlington that are licenced for aggregate extraction.

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CHAPTER ELEVEN - PUBLIC PARTICIPATION & ENGAGEMENT					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 11.1	12-Apr-17	Jim Barnett	11.2.1 v)	EMPOWER - when will this start. Let us be clear, Insight Burlington is NOT empowering people, it is trying to get the people to agree with Council's agenda. It is a propaganda tool.	Comment noted. Members of Council have been elected by the public through a democratic process. Decisions made under the Planning Act consider public feedback but are ultimately made by elected officials. Changes to policies and plans are often made as a result of feedback received through surveys such as Insight Burlington.

CHAPTER TWELVE - IMPLEMENTATION & INTERPRETATION					
Row Number	Submission Date	Name/Company/Organization	OP Section	Public Comments	Staff Response
P. 12.1				No comments were received from the public on this chapter.	

Draft New Official Plan: Public Feedback and Response Table

CHAPTER THIRTEEN - DEFINITIONS					
Row Number	Submission Date	Name/Company/Organization	Definition	Public Comments	Staff Response
P. 13.1	25-Apr-17	Jeremy Skinner	New Definitions	The Burlington OP might benefit from additional land use definitions to cover: - Apartment (& Condo mid-rise & tall building) Neighbourhoods, - Institutional Campus (not limited to the downtown); - Regeneration Areas (typically employment areas); and - Avenues (covering special streets such as Fairway St,.Plains Road, Brandt St. etc.).	Avenues - New definition not added, however classification of streets and roads in Table 1 has been updated to reflect special streets such as Brant St. Regeneration Areas - New definition not added, was a term in the previous version of Places to Grow, as a result of the release of P2G, 2017 the term Regeneration Areas is no longer found in that Plan. Neighbourhood - New definition not added. The plan defines "neighbourhood character areas" but not neighbourhoods. The term is used in a number of policy sections and actually applies to a wide variety of neighbourhood types. The policies associated with the Established Neighbourhood Area set out in the Growth Framework and the Residential Neighbourhood Area set out in Chapter 8, and in the Urban Structure provide definition through policy. Institutional Campus - Not added. A definition may be premature for inclusion in the Official Plan. It is likely that the same would be considered as a result of the Post-Secondary Institutional Study. Apartment Neighbourhood - not added.
P. 13.2	25-Apr-17	Jeremy Skinner	New Definitions	The Burlington OP might benefit from additional land use definitions to cover: - Apartment (& Condo mid-rise & tall building) Neighbourhoods, - Institutional Campus (not limited to the downtown); - Regeneration Areas (typically employment areas); and - Avenues (covering special streets such as Fairway St,.Plains Road, Brandt St. etc.).	CONTINUED...the same would be considered as a result of the Post-Secondary Institutional Study. Apartment Neighbourhood - not added.

Draft New Official Plan: Public Feedback and Response Table

CHAPTER FOURTEEN - SCHEDULES & TABLES					
Row Number	Submission Date	Name/Company/Organization	Schedule/Table	Public Comments	Staff Response
P. 14.1	12-May-17	Margaret Small	Schedule A1	What is the meaning of the "Designated Greenfield Area" north of Dundas and east of Walkers Line? Does this designation have implications now? Clarify this phrase.	Schedule maintained. The Designated Greenfield Area was established as part of Places to Grow, 2006. The designated greenfield area is land within the urban area but outside of the area considered developed as of 2006. Please see Chapter 2 policy 2.2.3 d) iv)
P. 14.2	5-May-17	Olivia Lattavo	Schedule C	910 Guelph Line: Is there a split of height density and medium density designation on this property?	Only the Residential High Density designation applies.
P. 14.3	23-Jun-17	Beth McNally	Schedule H	Why is the Old Orchard area left out of the Aldershot mobility hub? It fits the criteria for being in walking distance to the GO Train station. Also, what about including some of the commercial area north of the 403?. Put the Old Orchard area into the Aldershot Mobility hub. It is left out and should be fit for redevelopment into higher density housing.	The Old Orchard area is not being considered as part of the Mobility Hub Study area, however this does not preclude active transportation connection through the neighbourhood.
P. 14.4	14-Jun-17	Maura Romanelli	Schedule J and Schedule N	6589 Milborough Line: Property has always been designated as Escarpment Rural. Questions designation of a portion of her property as Natural Heritage System (NHS) in the new OP and would like to have the designation reviewed.	Schedule maintained. The designation conforms with the mapping in Region's OP, which is based on current criteria for identification of significant natural features. The natural area on the property meets the Region's criteria for identification as a significant woodland.
P. 14.5	20-Jun-17	Christine Carter	Schedule O	Remove the east cell of Aldershot Quarry from the Mineral Resource Extraction Area map (i.e., Schedule O). To permit quarrying in this location is inconsistent with the City's OP policies (i.e., 1.5.1 d), 1.5.3 c), 2.3.5, 2.5.2 iii), 4.2, 4.3, 4.6.1, 4.6.2 a), 4.10).	Schedule maintained. The Mineral Resource Extraction Area designation identifies areas covered by a valid licence for mineral aggregate extraction issued by the Ministry of Natural Resources and Forestry. The east cell has been licenced by the Ministry. Licenced extraction areas are protected by the Provincial Policy Statement and are permitted to continue without the need for an Official Plan or Zoning By-law amendment or development permit.

Draft New Official Plan: Public Feedback and Response Table

CHAPTER FIFTEEN - APPENDICES					
Row Number	Submission Date	Name/Company/Organization	Appendices	Public Comments	Staff Response
P. 15.1	21-Apr-17	Jeremy Skinner	General	List in an appendix the known provincial and regional plans and legislations that the Official Plan complies with.	Appendix modified and now includes a list of Regional and Provincial guidelines. Sections 1.3 and 2.2.3 discuss Provincial and Regional Plans.
P. 15.2	12-May-17	Margaret Small	Appendix D	Burlington is certainly demonstrating leadership in building sustainable communities. Market this vision. Develop a policy to build global public relations into this Official Plan. E.g., let our 2 twin cities know our vision and some specific goals.	Thank you. This suggestion is outside of the scope of the Official Plan project, however the comment will be relayed to city policies and initiatives.

Draft New Official Plan: Public Feedback and Response Table

General Comments				
Row Number	Submission Date	Name/Company /Organization	Public Comments	Staff Response
P. G. 1	12-Apr-17	Jim Barnett	Chapters 7, 8 and 9 are well done but concerned that their is a lack of clarity on the specifics. The only people that will be happy about this are the planners and the lawyers . An example is provided in comment on policies 7.1.5 a) and 7.1.5 v).	Comment noted and responded to in Chapter 7.
P. G. 2	15-Apr-17	Jim Barnett	When will public meetings be held to discuss this draft Official Plan.	Please see staff report PB-47-17 for a full list of meetings, events and open houses that were held to discuss the draft Official Plan. Further, three Open Houses and a Statutory Public Meeting will be held in November 2017 on the proposed new Official Plan. Please visit www.burlington.ca/newop for more details.
P. G. 3	Telephone conversation	Jim Barnett	How will the city fund this plan? Don't look at the plan look at the implementation budget to determine the success of the plan.	Comment noted. Future budgets and work plans at the city and regional levels will address the implementation of the new Official Plan.

Draft New Official Plan: Public Feedback and Response Table

Addressed by Other Plans, City Initiatives or Agencies				
Row Number	Submission Date	Name/Company /Organization	Public Comments	Staff Response
P. O. 1	May 1/2017	Gary Scobie	Questions how the New Street Bike Lane pilot project and the Frequent Transit Network could function together.	The New Street Pilot Project and the Integrated Transit Mobility Strategy will investigate this issue further.
P. O. 2	12-May-17	Margaret Small	Water management at all levels is important. Sometimes neighbourhood contractors throw inappropriate waste into the city sewer system. Add a policy that requires contractors working in the city to read the rules about waste disposal and sign off on the policy. Make the policy known so citizens can keep an eye out and report any workers who don't comply.	Comment noted, however this cannot be addressed by the Official Plan.
P. O. 3	21-Jun-17	David Lawson	Concern about air emissions from King Paving. Request for air quality needs testing, increasing the height of the smoke stacks or installing scrubbers.	Comment noted, however this cannot be addressed by the Official Plan. Please contact the Ministry of the Environment and Climate Change regarding this issue.
P. O. 4	21-Jun-17	David Lawson	Concern about transit access to areas outside of downtown Toronto like Oakville. Need to improve other transit connections.	Comment noted, however this is outside of the scope of the Official Plan. Please contact Metrolinx regarding regional transit connections.
P. O. 5	12-May-17	Jackie Lodder	Need safe active transportation options to connect north and south Burlington.	The Transportation Plan and Cycling Master Plan will investigate this issue further.
P. O. 6	12-Apr-17	Jim Barnett	Who is tasked with reducing costs? Auditors in other jurisdictions have found wasteful use of consultants, overstaffed areas and are instituting programs that reduce costs. What is Burlington's Plan? Concerned about defined benefit plans, vacation and health packages.	Comment noted, however this cannot be addressed by the Official Plan. The city has a risk auditor.
P. O. 7	12-Apr-17	Jim Barnett	There is a growing concern about salinity in the Great Lakes, the main culprit being road salt. Is the city considering banning the use of the product to protect the environment? If so then what does this do to traffic patterns.	The city, in conjunction with the Region of Halton, has a road salt management plan. The Sustainable Building and Development Guidelines provide guidance on managing road salt through development applications.

Draft New Official Plan: Public Feedback and Response Table

Addressed by Other Plans, City Initiatives or Agencies				
Row Number	Submission Date	Name/Company /Organization	Public Comments	Staff Response
P. O. 8	12-Apr-17	Jim Barnett	Burlington Transit has a very limited ridership and has the highest rate of pollution per passenger mile of any mode in the City. A new system is required. One using an Uber format may work.	Council has made a commitment to invest in transit operations to improve service reliability in 2017, and further investment will be considered as part of the 2018 budget. At the same time work is being done to analyze alternative service models using existing service hours. In addition, once the service alternative work through the Integrated Transit Mobility Plan reaches completion in 2018, a 5 year Business Plan including a growth strategy will be developed. A Council Workshop was held on September 7. Please refer to the webcast for further information.
P. O. 9	15-Apr-17	Jim Barnett	The City needs an extended policy to provide property tax relief for people over 65, maybe 70 and a income of less than \$50,000 per year. The unpaid taxes plus a nominal interest would become due when the property is sold.	Comment noted, however this is beyond the scope of the Official Plan.
P. O. 10	22-Jun-17	Beth McNally	The City should buy LaSalle Park from Hamilton!!	Comment noted.
P. O. 11	25-Apr-17	Alison Griffiths	High speed Internet: Rural areas continue to be shut out of the high speed service that nearby urban communities enjoy. This is a detriment to business, education and personal enjoyment. The utmost effort should be made to bring rural areas into the current digital age. We also pay far more than urban residents for our Internet service.	Comment noted, however this is beyond the scope of the Official Plan.
P. O. 12	25-Apr-17	Alison Griffiths	Natural Gas: No one can benefit more from natural gas access than rural farmers who must use more expensive electricity or propane as a substitute. Despite the fact that the new pipeline servicing the Milton growth area runs through Burlington farm land, farmers and rural residents do not have access. This too should be a priority.	Comment noted, however this is beyond the scope of the Official Plan.